

FACTORY PARADE
IN PARIS JULY 14

Twenty Thousand Men Representing All the Allied Armies Will March through Streets of the French Capital

LED BY MARSHAL FOCH

General Pershing and American Generals Will Come Next—Then Field Marshal Haig at the Head of Troops Representing Great Britain

Paris, July 9. (By the Associated Press.)—Twenty thousand picked men representing all the allied armies will march from Porte-Maitiot to the Place de la Republique on Victory Day, July 14.

How many will view the triumphal arch of the victorious armies is a matter of conjecture.

The parade will be formed at Porte-Maitiot and will begin to move at 8:30 o'clock down the Avenue de la Grande Armee under the Arc de Triomphe, to the Avenue des Champs Elysees, to the Place de la Concorde and along the Champs Elysees to the Hotel de Ville, then down the Boulevard des Capucines, Italianes, Montmartre, Poissonnerie, Lions, St. Denis and St. Martin to the Place de la Republique.

General Pershing and his staff will have place of honor in the parade, riding immediately behind Marshal Foch. A squadron of republican guards will lead a procession; then come Marshal Foch and his staff; then General Pershing and his staff; then General Pershing and his staff; then General Pershing and his staff.

Marshall Petain with Generals De Castelnau, Debeney and Derodulat, military viceroy of Paris, will immediately precede the French detachments from 21 my corps, bearing the flags of all the French regiments which have seen service during the war.

The polytechnic schools from St. Cyr, Versailles, Fontainebleau and St. Maixent will file past. After the republican guards, French and French lancers and woodmen will march detachments of colonial troops from Morocco, East Africa and Asia.

Admiral Renard will lead his heroic marine fliers, with "Fleur" and "Dixie" inscribed on their banners.

The guns of France will be a feature of the parade—battery each of 75's, 90's, 105's, 120's, 150's and 165's and the long-range gun which fired upon Hindenburg.

KILLED ON MOTOR TRUCKS

Harland Hayford, 25, Only One of Crew of 11 Not to Jump When Engine Is Seen

White River Junction, July 9.—Harland Hayford, 25, employed in the yards of the Central Vermont railway, was instantly killed this afternoon when a railway motor truck on which he was riding fell in collision with the incoming passenger train from Windsor. Due to the fact that the engine was in the yard at the time of the accident was working crew of 11 men, eight employees of the railway, three in the employ of the Western Union Telegraph company and one a pilot. The men were working reconstructing the telegraph between White River Junction and Windsor. The accident happened three miles south of the Junction and close to the "Dead Man's" curve, where a flood accident some six years ago occurred, when five were killed. All the men were killed except Hayford, who was thrown from the truck as it neared the engine, but it is presumed that Mr. Hayford became dazed. The motor was terribly demolished. The body was taken to the mortuary of N. C. Powers and a post mortem was made by Dr. T. J. Hayford is survived by his mother, Mrs. White River Junction, where he had lived for five years. There is much conjecture in town as to why the motor was run at the moment of the incoming train.

M. AVERY TAX COMMISSIONER

Appointed by Clement to Succeed Plumley—Has Been Legislative Reference Librarian

Montpelier, July 9.—Governor Clement today appointed John M. Avery of Burlington state tax commissioner. Mr. Avery has been in Wallingford April 4, 1890. He received his education at Middlebury college and Middlebury College, where he was graduated in 1911. In college he devoted special attention to the subjects of political science and economics and was a member of the college debating team. He studied law in the office of Judge Charles E. Boutwell of Middlebury and while in that office was appointed legislative reference librarian, which position he had held since May 1, 1912. Mr. Avery was married in June, 1912, and with his two sons has for the past year resided in Berlin.

J. COOKSON NEW TENNEY CO. SUPT.

Montpelier, July 9.—C. J. Cookson, who has been superintendent for the Tenney company over its power lines in Washington county, was this morning advised at his home that he had been appointed as company, taking the place made vacant by the resignation of H. D. Larabee, who goes to Norwich, Conn., at the end of the month. Mr. Cookson has been with the company a dozen years, of which he has been superintendent. The first four of these years he was Suburban Gas & Electric Co. at Waver, Mass., and six years here.

BRITISH DIRIGIBLE
LEAVES MINEOLA FOR
HER HOMEWARD TRIP

The Giant R-34 Rises from Roosevelt Field Shortly Before Midnight on Return Cruise to Scotland—Three Great Searchlights Play on the Airship which Make Her Clearly Discernible to Thousands Who Watch Her Progress—She Floats over New York City and Then Out to Sea.

Mineola, N. Y., July 9.—The British dirigible R-34 left Roosevelt Field shortly before midnight on her return cruise to Scotland.

The great ship, held in leash by 1,000 American balloons, was released at 11:55 o'clock, and floated leisurely up to a height of 200 feet with her motors silent. The motors then began to whirr and the craft, moving upward, headed for New York.

Three great searchlights playing on the ship made her clearly discernible to the thousands who had gathered to bid her bon voyage. With three engines port, starboard and forward—running, and two others in reserve, the R-34 glided off toward the south, then swinging in a westerly course, bringing her nose in the direction of New York.

It took the big dirigible, R-34, about three minutes to rise to the height at which she began cruising. At 1:30 she was about 500 feet up, barely discernible, and with no lights visible, was skimming along at a speed of about 35 to 40 miles an hour.

Brig. General Lionel Charlton, British aviation attaché in the United States, said that the ship would employ only the three engines on which she started unless unexpected conditions arose.

With favorable conditions, Major, C. H. Scott, her commander, hopes to make the voyage in seventy hours, sailing over London before proceeding to East Fort, England, if weather conditions permit.

The great ship presented a beautiful picture as she drifted up, but the sky bathed in the white light of these powerful searchlights. Just as she nosed out of Roosevelt Field the moon appeared from behind black clouds, partially lighting up the dark field. A few rain drops pattered down.

At 12:01, lights along the deck of the dirigible, which runs virtually the entire length of the envelope inside were switched on and the great ship herself appeared like a long streak of light swimming in the radiance of the searchlights. Up to 12:01 the R-34 had drifted sideways in the current of a southwest wind. At this hour she nosed to the wind, now sailing at about 900 feet and one minute later down.

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ute later disappeared from the view of the crowds at Roosevelt Field.

It was just 11:50 o'clock when a bell rang aboard the R-34, signaling that the hour of departure was at hand. An officer on the ground with a megaphone yelled "All clear."

Major Scott, leaning out of the port window, forward, cried "Cast off."

The R-34 had not been scheduled to depart until three or four o'clock to-morrow morning. The early departure was decided on shortly after 9:30 o'clock when Major Scott received a report from the United States weather bureau warning that winds dangerous to a moored craft were likely to sweep Roosevelt Field within a few hours.

Just before the departure, Lieut. R. D. Durrant, wireless officer, stated that he expected to keep in radio touch with Roosevelt Field for two or three hours after the start.

The great ship was straining and turning at the ropes which held her to the ground when the start came.

"Like a diver on a spring board taking his last breath before diving, the R-34 is taking her last breath of hydrogen," General Charlton said. A sudden gust of wind would lift her off.

A few moments later, the command to cast off had been given and with the British Union Jack fluttering at her bow and a naval ensign at her stern, the great ship soared aloft.

After her first disappearance at 12:02, the big dirigible again became visible at 12:05. A moment later as the ship sailed over Mineola Field, musicians sounded " taps " as a signal of good-bye.

The outline of the R-34 became more and more faint, fading finally to a point of light which disappeared at 12:18 when the dirigible was well on its way to New York.

New York, July 10.—The British dirigible, R-34, en route to Scotland, was sighted over the Harlem River at 11:50 Street at 12:05 o'clock, heading south for lower Manhattan.

The R-34 was sighted here when she put out towards Long Island Sound at 11:50 a. m., after a cruise over the city and faded from sight. She was headed almost due east.

Washington, July 9.—The French government having offered only \$300,000 for American army equipment in France costing \$1,500,000, the war department has ordered that a sales organization for disposal of the property be formed in France. Director of Sales Here to-day told a special House committee investigating war department expenditures abroad.

Director Hare said the French offer was made to Chairman Parker of the United States Liquidation Commission. The offer, he said, included all materials, including ship docks, railroad works and equipment, automobile trucks and textiles.

Mr. Hare, with a small party of industrial experts, will sail for Europe on Saturday to begin his work abroad. Sales offices and organizations will be organized and maintained throughout Europe, the director said, and much of the material may be returned to the United States.

"If France will not pay a fair figure," the director added, "we will take the goods of the country and sell it everywhere."

Sales of machinery and tools, worth twenty to thirty million dollars to Belgium, are planned, Mr. Hare said, while horses and mules may be sold to Roumania and Poland.

Members of the sub-committee in their discussion with Mr. Hare made it plain that they favored returning all possible supplies to this country "to break the high prices," as Chairman Johnson of South Dakota said. In reply, Mr. Hare assured them that "if the better material is here not in price alone, the goods will be returned home as the patriotic thing."

In answer to Chairman Johnson Mr. Hare said neither he nor anyone of his staff would supersede anyone who had proven himself efficient, but under further questioning declared he was unable to discuss the report that he was to take away the powers of the liquidation commission.

"It would be embarrassing, I can see," commented Chairman Johnson, ending the hearing.

SUES OVER A WOMAN'S DEATH

Cornelius J. Cooklin, administrator of the estate of his wife, Mrs. Catherine Cooklin, who was instantly killed on April 14 by falling from the back piazza of her home on the third floor of a block in Rutland, has filed a \$10,000 suit in Rutland county court against Charles H. Landon and W. H. Spaulding, owners of the building. The suit charges negligence on the part of the defendants for not keeping the piazza and railings in proper repair.

"The Want Ad Way" is crowded with travelers who are on the road to market.

GERMAN RATIVES
THE PEACE TREATY

Resolution Is Adopted by the Assembly at Weimar by Vote of 208 to 115—All Doubt of Acceptance Removed

BLOCKADE TO BE RAISED

Council of Five Has Also Decided to Lift the Commercial Censorship on Communications with Germany—More Ratifications to Come

Weimar, July 9. (By the Associated Press.)—The resolution ratifying the peace treaty was adopted by the German national assembly to-day by a vote of 208 to 115.

Ratification of the peace treaty by the German national assembly returned to the doubt of the acceptance of the terms by Germany. The national assembly by ratifying the treaty makes it possible for the allied and associated powers to raise the blockade. Official notification was sent Germany on June 29 that the blockade would be raised when the treaty was ratified. This condition was looked upon in peace conference circles as a sure plan for seeing speedy ratification by Germany.

The Council of Five on Monday decided to lift the commercial censorship on communications with Germany simultaneously with the removal of the blockade.

When three of the principal powers, in addition to Germany have ratified the treaty it becomes effective for those who have ratified it. After Germany and the three allied powers have ratified it the treaty will come into force for each power on the day when it notifies the peace conference secretariat of its ratification.

MRS. PROUTY TESTIFIES

Claims She Has Been Deprived of Necessary Medical Treatment Since Husband's Death

Newport, July 9.—Mrs. Henrietta Prouty, widow of ex-Governor Prouty, took the witness stand this morning in United States court in her suit for \$300,000 damages from the Grand Trunk. She submitted to a long cross-examination. When asked a plate of the Packard car given to her by her husband on Christmas day, 1915, she burst into tears. On the plate was inscribed the words, "May it be a source of pleasure to Henrietta Prouty from the widow Prouty."

The widow disclosed the fact that she was connected with the Jackson Lumber company, the Richardson Lumber company, the Mansfield Lumber company and the firm of Prouty & Miller. Mrs. Prouty said her husband gave her a check for \$5 each Monday morning to pay current expenses. In addition she received a \$25 check once a month from the A. H. Richardson Lumber company of Boston. The ex-Governor also paid for her wearing apparel upkeep of their house and cars and traveling expenses. It developed in testimony that Mrs. Prouty was accustomed to spend six months of each year in Boston to undergo treatment for her knee. She occupied a suite of rooms in the Parker House, for which she paid \$42 a week, together with \$6.00 a day for meals. The knee was treated by a specialist and was massaged daily for an hour by a professional masseur. When interrogated by her attorney, C. A. Prouty, the widow said that due to lack of income since her husband's death she could not afford to go to Boston for this treatment.

Attorney Redmond strongly objected for the defense, arguing that it was for the jury to say whether or not Mrs. Prouty could afford it and not for herself to say.

The widow admitted having received \$30,000 life insurance from the death of her husband. "Was it a hardship for you to refrain from going to Boston for treatment?" questioned her attorney. "I refused to go," she replied.

Judge Harland B. Howe overruled the objection, and the widow replied: "I could not have the treatment I was accustomed to have and therefore suffered a great deal of pain."

Other witnesses during the morning session were Mr. Price and his daughter, who lived in a house in Waterville, P. Q. only 100 yards from the government crossing in question. They corroborated the testimony of previous witnesses that there was a dense fog on the morning of the accident and that the electric bell on the crossing had been ringing almost continually for several days preceding.

Stuff on the ground on the stand in the afternoon. As Attorney Redmond interrogated her about the shock she sustained at the death of the ex-governor she was visibly moved. As the sharp cross examination ended, tears poured down her cheeks. Accompanied by her two maids, she then left the witness stand.

As a Griggs, who followed the widow, asserted he examined the wires connecting the automatic electric bell with the rails and found them intact even after the accident. Judge Howe himself questioned Griggs "If the box containing the wires beside the track were broken would you have noticed it?" "I object to that," vociferated Attorney Redmond. E. J. Prouty, a half-brother of the ex-governor, stated that at the time of his death, George Prouty owed the firm of Prouty & Miller the approximate sum of \$52,000.

Counsel for the Grand Trunk declared he would show that if the ex-governor had continued to lavish money he would have been bankrupt. In answer to repeated questions, E. J. Prouty said that after the debts are paid and assets settled the remaining estate of the dead man would be about \$100,000.

Charles White, an advocate of Sherbrooke, P. Q., was called upon to interpret what was said of the Canadian law which governs the proceedings of the case. Rufus W. Spear, an insurance man, announced that the life expectancy of a man of ex-governor Prouty's age, 56 years, was nearly 17 years. The court was then adjourned for the afternoon.

Casswell Barber of St. Johnsbury, 15, who May 26, accidentally shot and killed Blanche Hunt, 14, with a revolver he thought was not loaded, has been sent to the industrial school for the remainder of his minority.

HAPPENINGS IN VERMONT;
THE NEWS BY COUNTIES

Addison County

MIDDLEBURY

D. R. Reese, superintendent of the Community Chautauque, states that the total attendance at the entertainments here during the week numbered about 4,900, a greater number than any other town of the same size. Before the season had closed here Mr. Reese set out to get a sufficient number of guarantors to insure the success of a return of the company next year. It is understood he succeeded. The new Addison County Trust company is getting along in good shape, and is keeping open from nine until three o'clock every day in the week and also finds it necessary to keep open from seven until nine o'clock Saturday evenings.

County Clerk Rufus Walcott, is acting as treasurer of the company for the present, but it is expected that a treasurer will be appointed within a few days. The names of three gentlemen are favorably considered for the position. The other official positions have already been filled.—Mr. and Mrs. Willis N. Cady and daughter, Miss Mildred, have gone to Illinois, N. Y., on a visit at the home of their daughter, Mrs. Jones—Joseph Peck of New York city has joined his wife, who has been visiting at the home of her parents, Mr. and Mrs. Henry W. Brewster, for a few weeks.—Miss Mary Soule of Pittsford is here to visit her aunt, Mrs. Carl O. Frost.—Mr. and Mrs. William H. Granger of Saratoga Springs, N. Y., are here for a week's stay, making the trip by automobile.—John Brown of Brandon, a former resident of Middlebury, is spending a few days here.—Mr. and Mrs. O. S. 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